

# Chain Enforcement/Chain Installation

- Do they do it? Yes – troops in each county and others responding to incidents
- Getting trucks in right lane and sent back
- Sleepers?
- Commercial Vehicle Officer and Commercial Vehicle Officer troops
- Commercial Vehicle Officer going to chain check while Commercial Vehicle Officer troops in the backup looking for violations
- Speed?
- Visual deterrent?
- Not enough troops
- Collisions/injuries/calls for service
- What about empty car? – Resource issues
- WSDOT/WSP partnership with resources

- Enforce/resources
- Need to stop at point where no ice
- Drivers with correct equipment
- Photo enforcement? Possible
- Driver ability issues
- System broke/would rather see closed
- What about ?? Required
- Fines - \$101 to \$500 – fail to obey sign
- Ticket time commit – e-ticket pilot
- Left lane for emergency/specials?
- Wider left shoulder
- MP 34 services available – turnaround
- MP 45/47 not the same

- Integrated approach
- 25 mph in chain areas and TFM
- 2-wheel drive and 4-wheel drive in different lanes
- Chain enforcement areas
- GVWR vehicles in right lane only and clear them off left lane
- Speed issues at chain areas
- Those who didn't have chains shouldn't be setting in TFM – causes longer backup. Weed out those how aren't prepared before they get to TFM.

WSDOT appreciates all comments received on November 14<sup>th</sup> at the “Keeping Snoqualmie Pass Open” public meeting. Although all suggestions may not be implemented WSDOT will take them under advisement to enhance our operations.